

INDEX TO PLAN SET	
SHEET	1 - COVER SHEET
SHEET	2 - TYPICAL ROADWAY SECTIONS
SHEET	3 - GENERAL NOTES/ESTIMATE OF QUANTITIES
SHEET	4-5 - CONSTRUCTION PLAN LAYOUTS
SHEET	6 - STANDARD TRAFFIC CONTROL NOTES & DETAILS
SHEET	7-8 - CONCRETE DETAILS

CITY OF ABILENE, TEXAS
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

SPECIFICATIONS USED FOR THIS PROJECT ARE FROM THE
"CITY OF ABILENE STANDARD SPECIFICATIONS FOR CONSTRUCTION"

ADOPTED JANUARY 2001
REVISED SEPTEMBER 2006

FUNDING:
ACTIVITY NUMBER: 5006
PROJECT DURATION: 20 WORKING DAYS

All curb ramps and pertinent designs are in reasonable
compliance with Texas Accessibility standards and the Americans
with Disabilities Act.

BRIARWOOD AND N. 3RD
ALLEY CONSTRUCTION
PROJECT LENGTH APPROXIMATE 949'

EROSION CONTROL REQUIREMENTS:

A determination has been made that this project/development is
not subject to the requirements of the Texas Commission on
Environmental Quality TPDES Construction General Permit
TXR150000 as it will involve less than one acre of disturbed soil
and is not part of a larger common plan of development equal
to or greater than one acre. However, City of Abilene
requirements for an erosion control plan and implementation of
controls to prevent sediment introduction into the City's drainage
way are still necessary. Questions concerning these requirements
may be addressed to the City of Abilene's Engineering Division at
325.676.6281.

COUNCIL

SHANE PRICE WELDON HURT
JACK RENTZ KYLE MCALISTER
DONNA ALBUS TRAVIS CRAVER

MAYOR

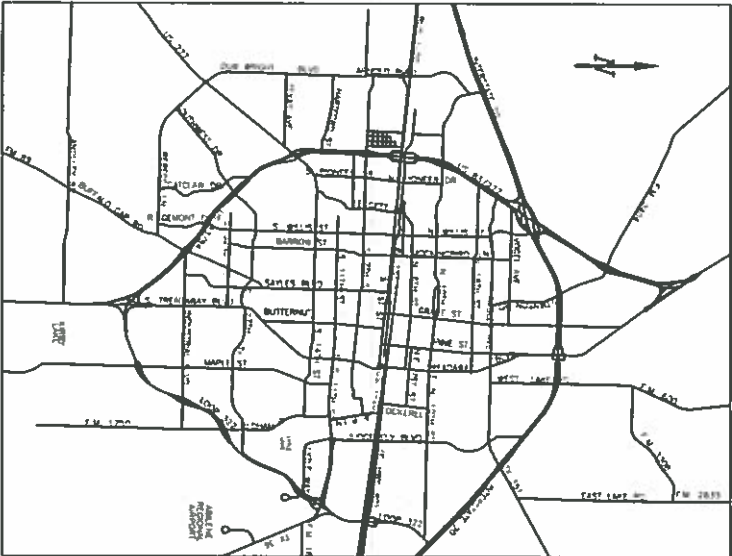
ANTHONY WILLIAMS

CITY MANAGER

ROBERT HANNA

DIRECTOR OF PUBLIC WORKS

GREGORY S. McCAFFERY, P.E.



PROJECT AREA

PROJECT LOCATION MAP

STATE OF TEXAS
PROFESSIONAL ENGINEER
CHARLIE J. THOMAS
36912
Charlie J. Thomas
7/1/2006

INTERIM CITY ENGINEER

CHARLIE THOMAS, P.E.
Charlie J. Thomas DATE 7/1/2006



1. CONTRACTOR WILL BE PAID FOR THE QUANTITIES OF HOT MIX ASPHALT CONCRETE COMPUTED ON THE BASIS OF DESIGN SHOWN ON THE PLANS. QUANTITIES IN EXCESS OF COMPUTED QUANTITIES AS A RESULT OF UNCONTROLLED MILLING WILL NOT BE INCLUDED FOR PAYMENT.



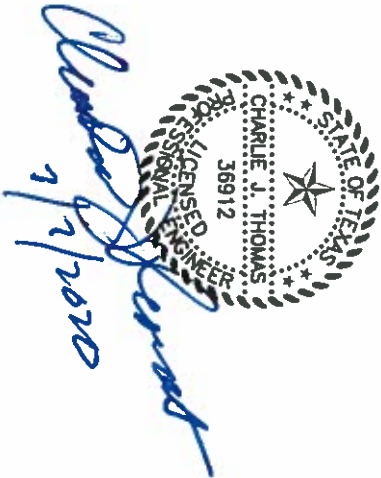
DESIGNED BY: D. MUNDSCHEK	HORIZ. SCALE: 1:40	DRAWING NAME: 5006
DRAWN BY: D. MUNDSCHEK	VERT. SCALE: NONE	
CHECKED BY: C. THOMAS		DATE: 7/2020

GENERAL NOTES/SEX

1. ACCESS TO RESIDENCES AND BUSINESSES SHALL BE PROVIDED AT ALL TIMES.
2. THE CONTRACTOR SHALL APPOINT, IN WRITING, A SUPERINTENDENT FOR THIS PROJECT. THE SUPERINTENDENT SHALL BE AVAILABLE AT ALL TIMES.
3. CONTRACTOR MUST COORDINATE ONGOING CONSTRUCTION WITHIN THE LIMITS OF THE PROJECT AND ALTER HIS OPERATION AS NECESSARY.
4. ITEM 340 HOT MIX ASPHALT CONCRETE PAVEMENT. PROVIDE HOT MIX ASPHALT CONCRETE IN ACCORDANCE WITH CITY OF ABILENE STANDARD SPECIFICATIONS FOR CONSTRUCTION 2006. HOT MIX CAN ONLY BE LAID IF THE TEMPERATURE IS 50 DEGREES AND RAISING. IF THE WEATHER CONDITIONS ARE FAVORABLE. THE CONTRACTOR MAY STOCKPILE HOT-MIX AND RE-HANDLE IT. CARE SHOULD BE EXERCISED, HOWEVER, TO PREVENT THE MIX FROM COOLING BELOW 270 DEGREES F. ASPHALT PAVEMENT WILL NOT BE PLACED IN STOCKPILES ON ANY OF THE NEWLY PLACED SURFACES. A STOCKPILE AREA INDEPENDENT OF THIS PROJECT WILL BE SELECTED. NO JOINTS WILL BE PERMITTED IN WHEEL PATHS.
5. ITEM 360 CONCRETE PAVEMENT. FOR THIS PROJECT, THE MIX DESIGN WILL BE MODIFIED TO INCREASE THE MINIMUM SACKS OF CEMENT FROM 5 SACKS TO 7 SACKS EQUIVALENT. THE TOTAL 7 SACKS EQUIVALENT WILL NOT CONTAIN MORE THAN 20% FLY ASH. THE MAXIMUM SLUMP REQUIREMENT WILL BE 4". THE PERCENT OF AIR ENTRAINMENT WILL BE 3-5%. A NORMAL OR MEDIUM WATER REDUCERS WILL BE USED. THE CONCRETE IS TO BE REINFORCED WITH #4 BARS @ 9" O.C.E.W.. THE PAVEMENT SURFACE IS TO HAVE A LIGHT METAL TINE FINISH. REFLEX RECYCLED RUBBER EXPANSION JOINT FILLER FOR CONCRETE MANUFACTURED AND DISTRIBUTED BY JD RUSSELL COMPANY OR EQUIVALENT WILL BE USED FOR ALL EXPANSION JOINTS ON THIS PROJECT. THE CONTRACTOR MAY OPEN THE NEWLY PLACED CONCRETE PAVEMENT UP TO NORMAL TRAFFIC WHEN STANDARD COMPRESS STRENGTH HAS REACHED 3000 PSI. THE CONTRACTOR WILL PAY THE COST OF TEST CYLINDERS THAT ARE BROKEN EARLIER THAN SEVEN (7) DAYS.
6. ITEM 423 FAST TRACT CONCRETE. FOR THIS PROJECT THE CONTRACTOR SHALL USE FAST TRACT CONCRETE FOR THE TWO ALLEY APPROACHES DUE TO THE TIMING OF THE SOLID WASTE PICK UP SCHEDULE. CONTRACTOR IS TO COORDINATE WITH THE SOLID WASTE DEPARTMENT FOR PICKUP TIMING. THE CONCRETE IS TO BE REINFORCED WITH #4 BARS @ 18" O.C.E.W..
7. ITEM 500 MOBILIZATION. THIS ITEM SHALL GOVERN FOR THE ESTABLISHMENT OF OFFICE AND OTHER FACILITIES AT THE PROJECT SITE AND THE MOVEMENT OF PERSONNEL, CONSTRUCTION EQUIPMENT AND SUPPLIES TO THE PROJECT SITE OR TO THE VICINITY OF THE PROJECT SITE IN ORDER TO ENABLE THE CONTRACTOR TO BEGIN WORK ON THE OTHER CONTRACT ITEMS THAT WILL BE PERFORMED BY THE CONTRACTOR. THE COST OF THE PAYMENT BOND AND PERFORMANCE BOND WILL BE CONSIDERED PART OF THE MOBILIZATION ITEM UNDER THIS CONTRACT.
8. ITEM 502 BARRICADES, SIGNS, AND TRAFFIC HANDLING. THIS PROJECT REQUIRES THE CONTRACTOR IS TO INSTALL CONSTRUCTION BARRICADES, SIGNS, AND TRAFFIC HANDLING ON THIS PROJECT. THERE MAY BE OTHER MINOR SIGNS AND/OR TRAFFIC MARKINGS THAT ARE DEEMED NECESSARY TO PROTECT THE TRAVELING PUBLIC AND CONSTRUCTION EMPLOYEES. PAYMENT FOR MISCELLANEOUS MINOR SIGNS WILL BE INCLUDED IN THE PRICE BID FOR ITEM 502. ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE CURRENT TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD).

BASIS OF ESTIMATE					
ITEM	DESCRIPTION	RATE	AREA	QUANTITY	UNIT
310	PRIME (AEP)	0.25 GAL/SY	1625	407	GAL
340-1	HOT MIX ASPHALT, TYPE "D" (2")	220#/Sq.Yd.	1625	179	TON

ESTIMATE OF QUANTITIES				
ITEM #	DESCRIPTION	UNIT	TOTALS	
			ESTIMATED	FINAL
100	PREPARE ROW	STA	9.5	
110 **	ROADWAY EXCAVATION (10")	CY	536.25	
247	8" FLEX BASE - TYPE A, GRADE 5 (DEN CONT)	SY	1625	
310	PRIME (AEP)	GAL	407	
340-1	HOT MIX ASPHALT CONCRETE (2")(TYPE D)(PG70-22)	TON	179	
360	CONCRETE PAVEMENT (CL "P") (8")	SY	311.5	
420	MANHOLE CONCRETE COLLAR (CL "A")(10")	EA	2	
424	FAST TRACT CONCRETE PAVEMENT	SY	94	
500	MOBILIZATION	MO	1	
502	BARRICADES,SIGNS,& TRAFFIC HANDLING	MO	1	
531	SIDEWALKS (CL "A")(4")	SF	135	



ITEM #	TESTING REQUIREMENTS
310	TXDOT PREQUALIFIED SOURCE
340	TEX 207 IN PLACE AIR VOIDS (MAY USE CALIBRATED GAUGE WITH ENGINEER'S APPROVAL) 2 PER 500 TON=1 *CONTRACTOR SHALL PROVIDE 1-B CERTIFIED TECHNICIAN FOR ALL PAVING OPERATIONS

NOTE **

A 20% QUANTITY FOR ROADWAY EXCAVATION HAS BEEN ADDED IN CASE OF SUBGRADE FAILURE.

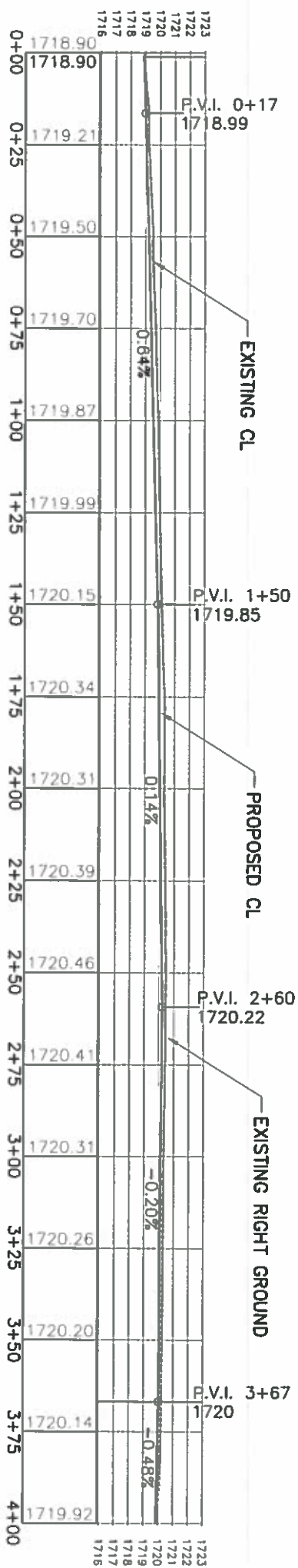
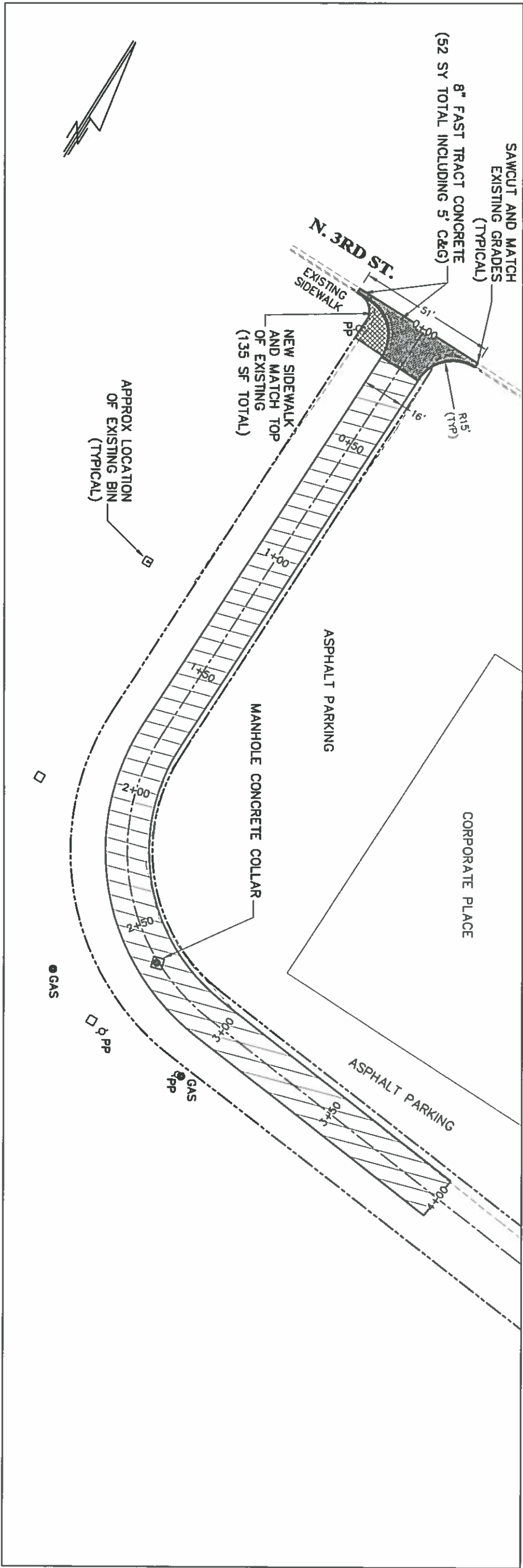
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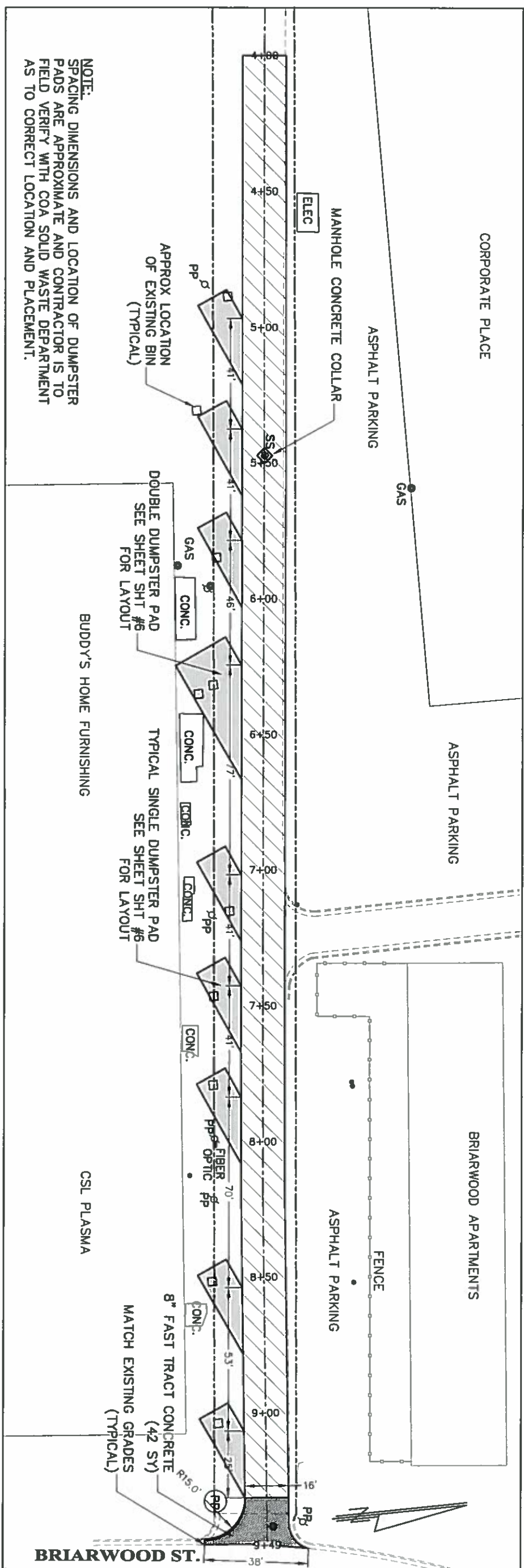
CITY OF ABILENE, TEXAS
PUBLIC WORKS DEPT./ENGINEERING DIV.

BRIARWOOD AND N. 3RD ALLEY CONSTRUCTION
GENERAL NOTES/ESTIMATE OF QUANTITIES

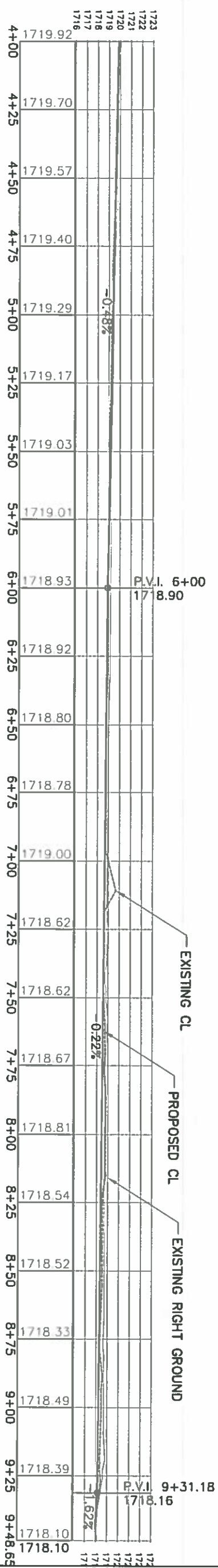
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CHECKED BY: C. THOMAS	

DRAWING NAME:
5006
DATE: 7/2020





NOTE:
SPACING DIMENSIONS AND LOCATION OF DUMPMSTER
PADS ARE APPROXIMATE AND CONTRACTOR IS TO
FIELD VERIFY WITH COA SOLID WASTE DEPARTMENT
AS TO CORRECT LOCATION AND PLACEMENT.



P.V.I.	6+00
171	8.90

P.V.I. 9+31.18
1718.16

-1.6



TRAFFIC CONTROL PLAN

The Contractor on this project will be required to submit a traffic control plan for each phase of this project. This plan will be in written or picture form and will be in compliance with the latest version of the Texas Manual on Uniform Traffic Control Devices for Streets and Highways (Part V). Before work begins, the Traffic Control Plan has to be approved in writing by the Engineer. The approved plan will then become a part of the Contract.

Any deviation from the approved Traffic Control Plan will void the acceptance of that plan and a corrected version will be submitted for approval.

No work will be performed until the Traffic Control Plan has been presented to the City of Abilene and has been approved in writing by the Engineer.

Any pedestrian routes that are affected by this project will require the same approval process as traffic. Pedestrian traffic that is moved from its normal path will be protected by an approved traffic control plan.

The Traffic Control Plan must have the following elements:

1. Carry two way traffic at all times.
2. Work on one half of the street at a time.
3. When work is performed across intersecting streets, handle traffic with flagmen or close street temporarily.
4. All driveways will open the same day they are closed, unless approved otherwise.
5. No residences will be denied access.

6. It is the Contractor's responsibility to inform the residents a week in advance as to their plans. This will be done in writing and presented to the owner.
7. At the end of each day, the Contractor will make an inspection of the work area and correct all deficiencies that may exist in the work area as well as construction signs.

8. The Contractor will name a Contractor's Responsible Person (C.R.P.) to work with Inspection Services and to see that the Traffic Control Plan is adhered to. This C.R.P. will be designated in writing and presented at the Preconstruction Conference.

9. When the job requires flagmen to control the traffic, that flagman will be equipped with a white hard hat and legal reflective vest as well as a legal traffic control paddle to direct traffic. The flagman will be a person that can clearly communicate with the motorists.

GENERAL TRAFFIC NOTES :

1. Appropriate standard traffic control devices shall be used within the project limits to adequately warn, advise, control and guide traffic around and/or through all areas of work activity, detours and other potentially hazardous locations as required by the plans.
2. The traffic control devices used in the illustrations are examples only. Field conditions shall dictate the most appropriate traffic control devices to be used within a construction project.
3. Traffic control devices shall be in place only while work is actually in progress or a definite need exists.
4. Flashing warning lights and/or flags may be used to call attention to the early warning signs.
5. Devices used in a series for channelization purposes shall be supplemented with steady burn lights or delineators at night as needed.
6. All traffic control devices used at night shall be reflectorized or illuminated.

7. Formulas for taper are: $L = \frac{WS^2}{60}$ for speeds of 40 MPH or less

Where: L = minimum length of taper
S = numerical value of posted speed limit prior to work or 85 percentile speed
W = width of offset

The taper types and the lengths of taper are as follows:

Taper Type	Taper Length
Upstream tapers	
Merging	L min.
Shifting	1/2 L min.
Shoulder	1/3 L min.
Two way traffic	100' max.
Downstream tapers	100' min.

8. The maximum spacing between channelizing devices in a taper section shall be approximately equal in feet to the speed limit. The maximum spacing between channelizing devices in a tangent section shall be approximately equal in feet to 2 to 2-1/2 times the speed limit.

9. All distances and spacings shown are approximate. Field adjustment may be necessary for some signs and traffic control devices. All adjustments will be approved by the Engineer.

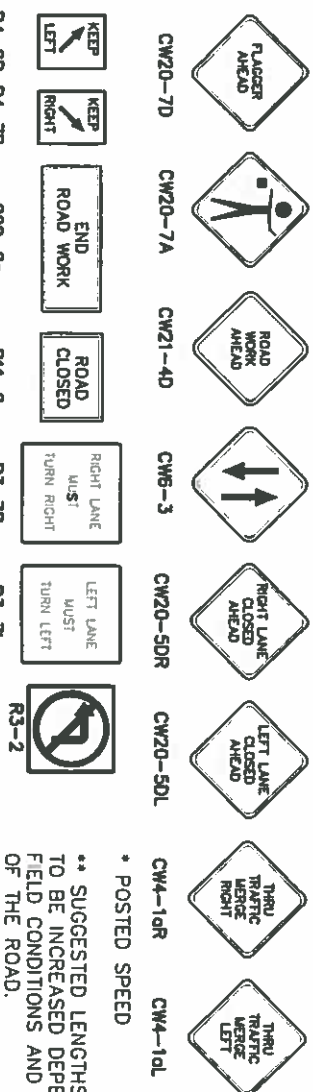


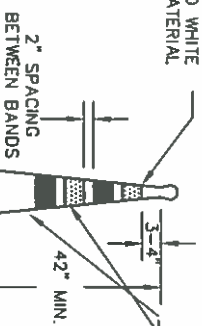
TABLE 1

TABLE 2

SPEED * (M.P.H.)	BUFFER AREA LENGTH ** (FEET)
25	55
30	85
35	120
40	170
45	220
50	280

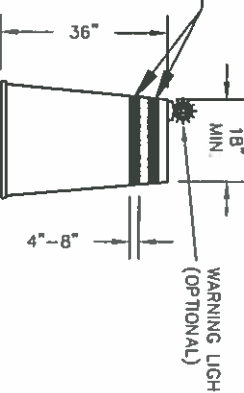
POSTED SPEED OR 85% SPEED (MPH)	X MINIMUM DISTANCE (FEET)
30 OR LESS	120
35	160
40	240
45	320

4" BAND WIDTHS WITH ALTERNATING ORANGE AND WHITE RETROREFLECTIVE MATERIAL



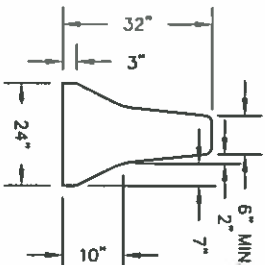
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RETROREFLECTIVE BANDS



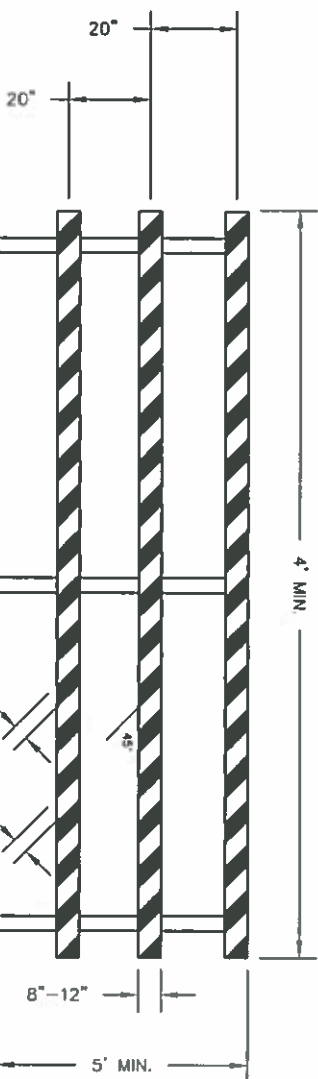
PLASTIC DRUM

WARNING LIGHT (OPTIONAL)



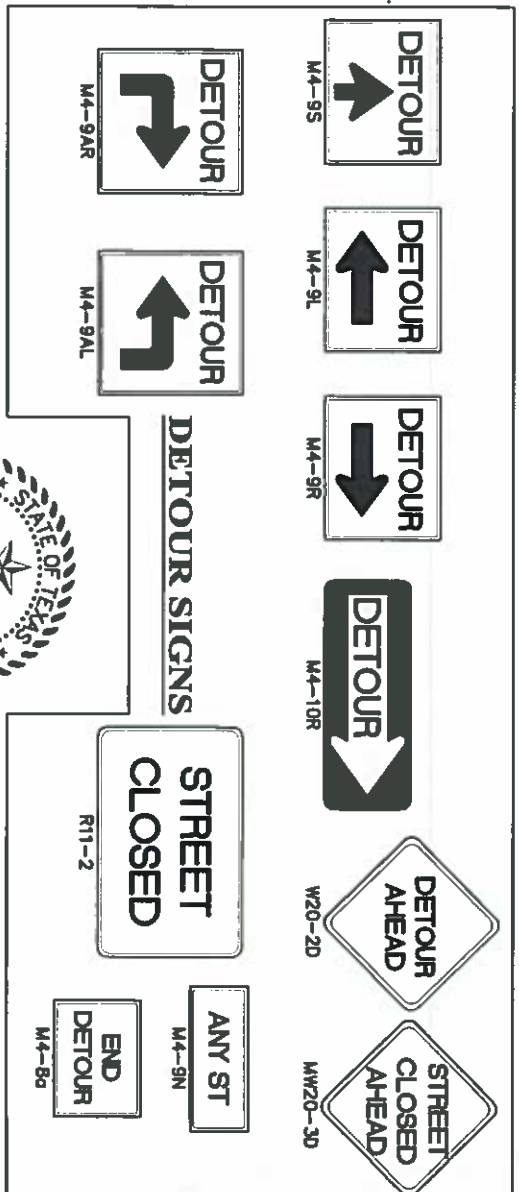
TYPE A WARNING LIGHT

CONCRETE MEDIAN BARRIER

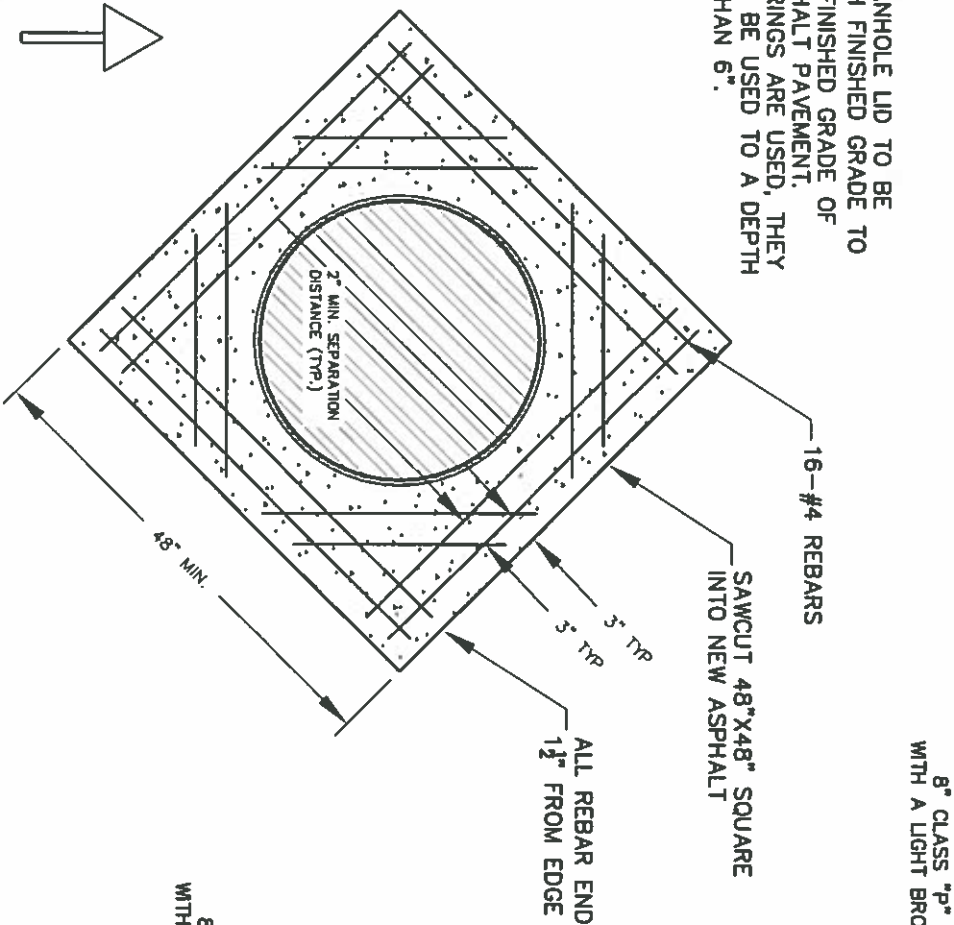


TYPE III BARRICADE

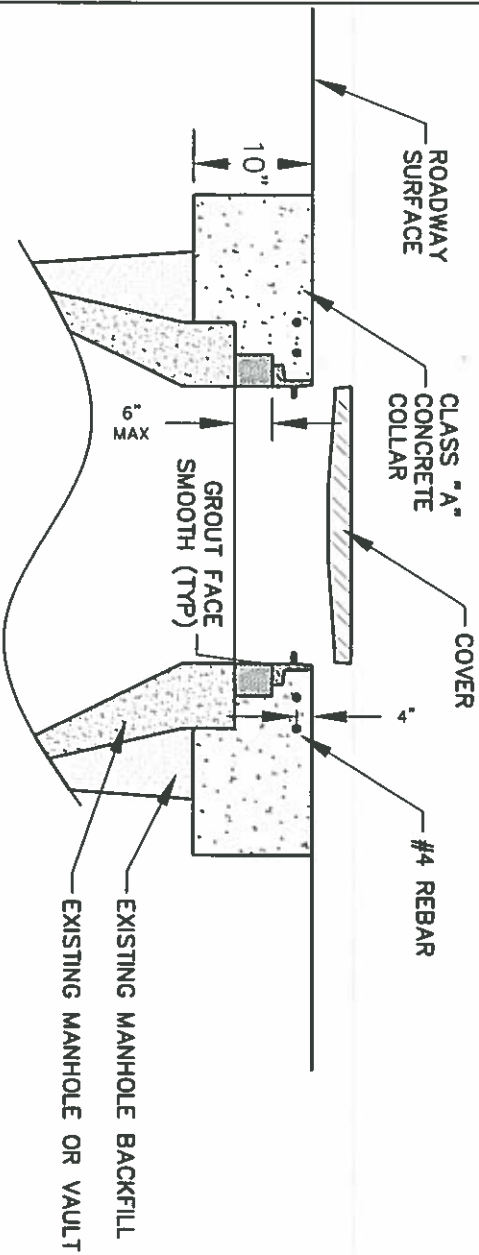
CHANNELIZING DEVICES



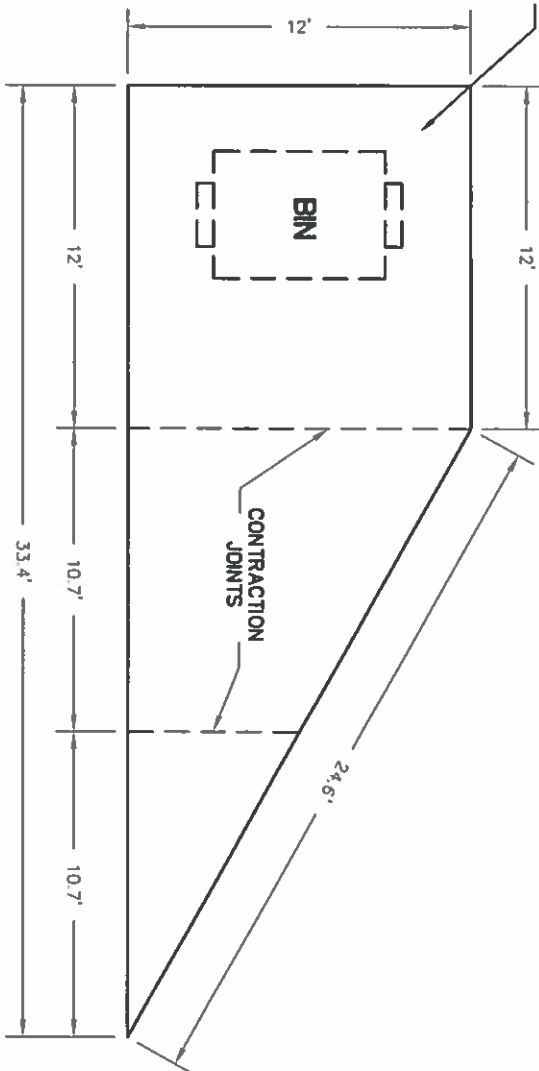
NOTE:
ADJUST MANHOLE LID TO BE
FLUSH WITH FINISHED GRADE TO
1" BELOW FINISHED GRADE OF
FINAL ASPHALT PAVEMENT.
IF GRADE RINGS ARE USED, THEY
SHALL NOT BE USED TO A DEPTH
GREATER THAN 6".



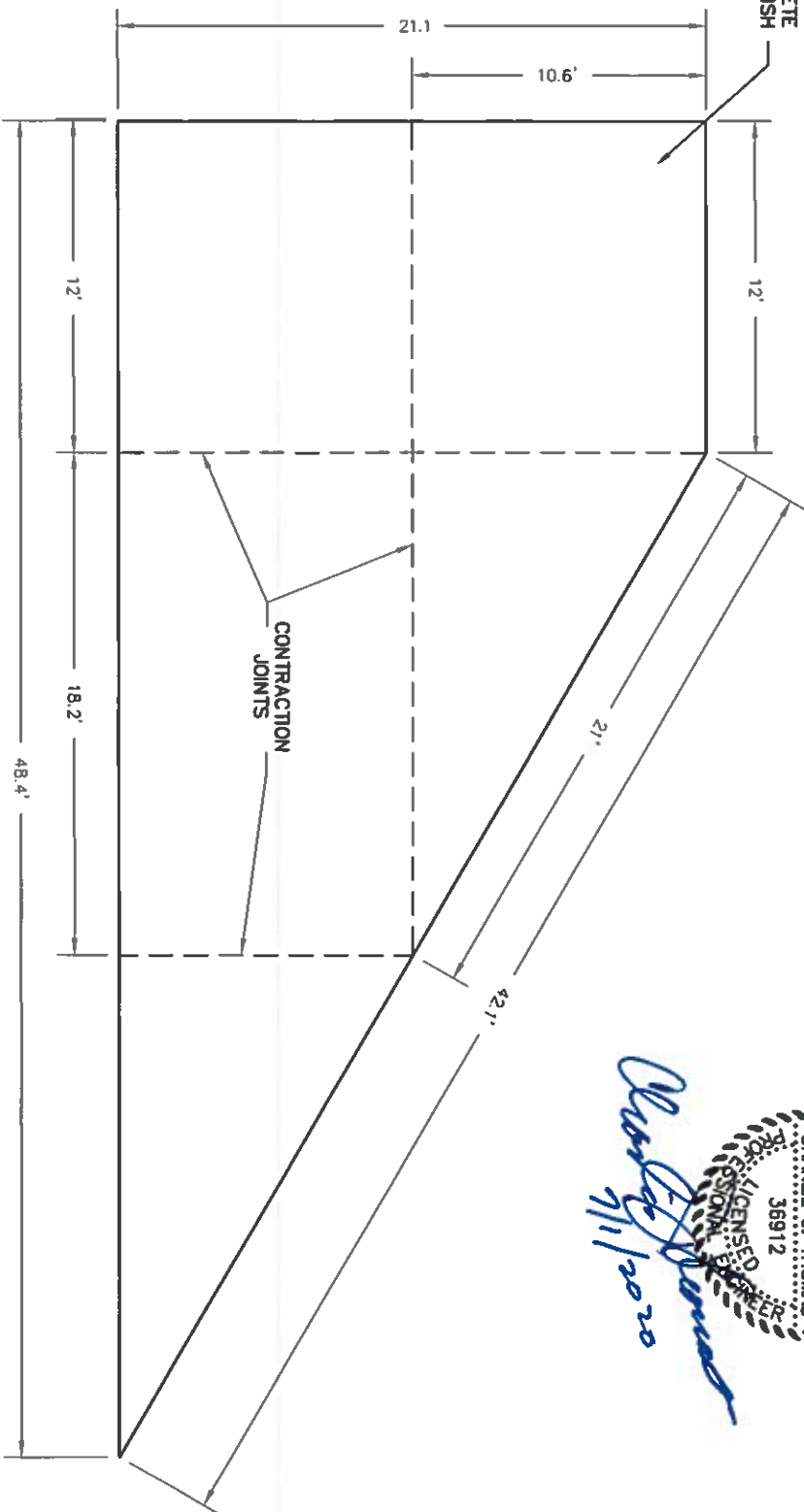
CONCRETE MANHOLD COLLAR
PLAN VIEW
NOT TO SCALE



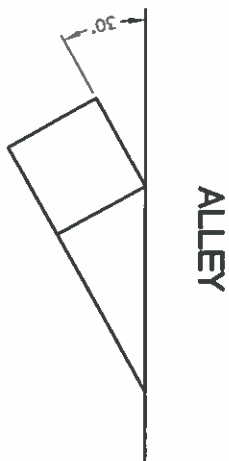
SECTION VIEW
NOT TO SCALE



SINGLE DUMPSTER PAD LAYOUT
NOT TO SCALE



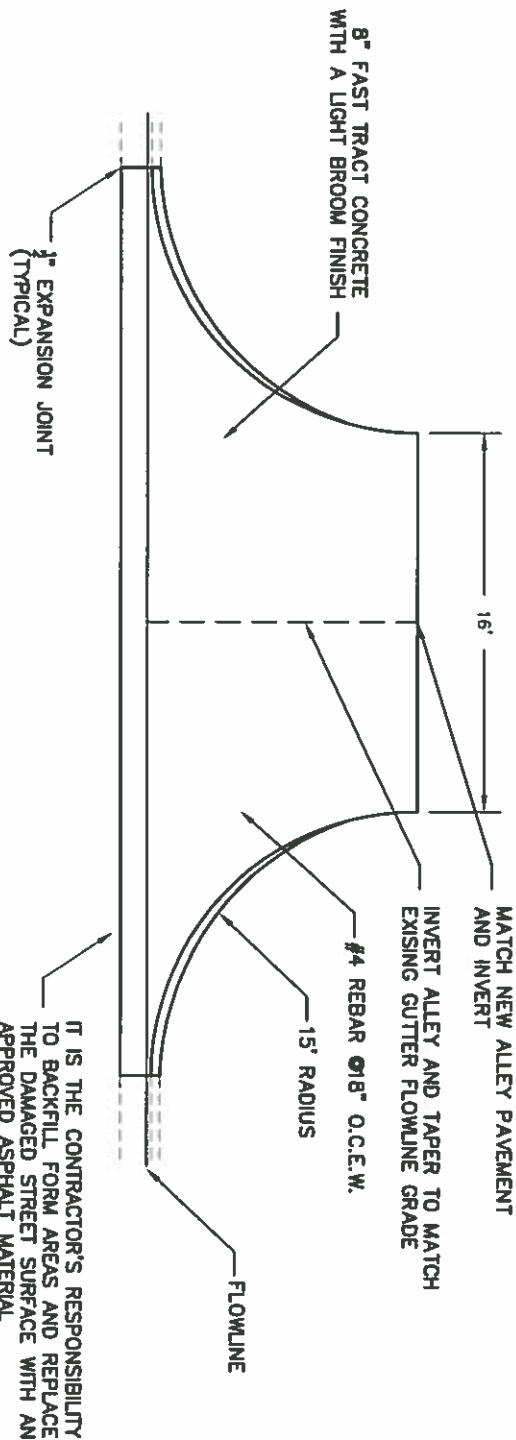
DOUBLE DUMPSTER PAD LAYOUT
NOT TO SCALE



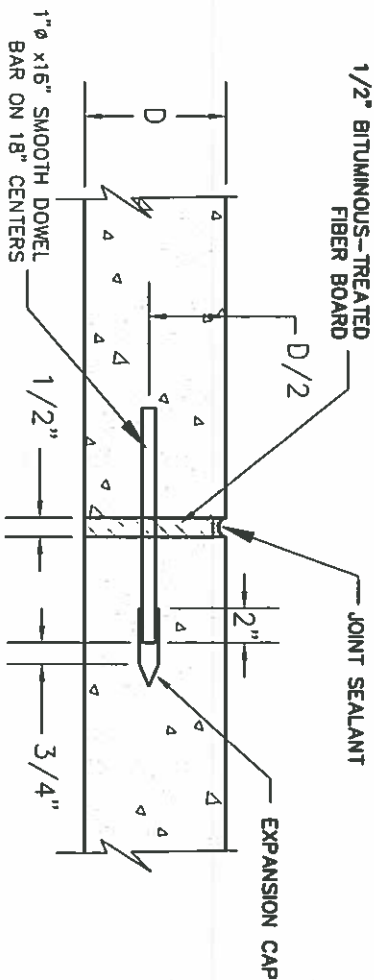
BIN DEVIATION
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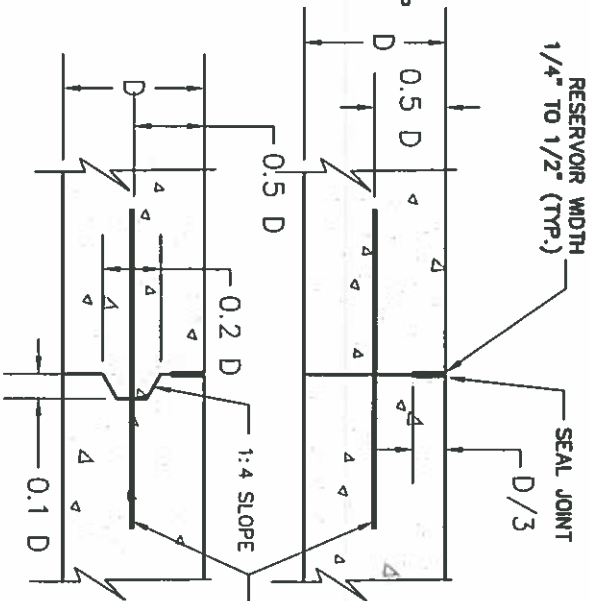
Revision:	Date:	Sheet
		7
		8



ALLEY APPROACH
NOT TO SCALE

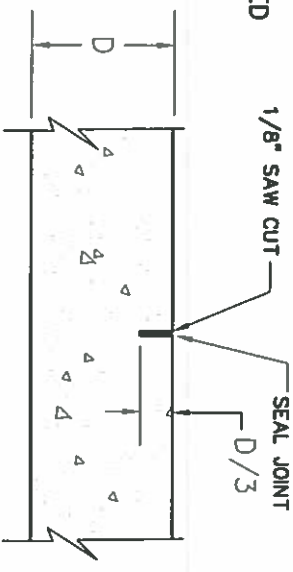


ISOLATION JOINTS
NOT TO SCALE



LONGITUDINAL CONSTRUCTION JOINTS
(EITHER DETAIL APPROVED)
NOT TO SCALE

NOTE:
JOINT TREATMENT REQUIRED FOR THIS PROJECT WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID FOR ITEM 360



CONTRACTION (SAWED) JOINTS
NOT TO SCALE

NOTE:
1. THE CONTRACTOR MAY POUR THIS CONCRETE AND DRILL & DOWEL ON THE ADJOINING POUR, OR PROVIDE THREADED JOINTS.
2. ALL LONGITUDINAL JOINTS TO HAVE KEY WAYS OR 16\"/>

NOTE FOR CONCRETE INTERSECTION:
1. SHOULD THE CONTRACTOR ENCOUNTER DEEP SUBGRADE UNSTABLE MATERIAL THE CONTRACTOR WILL BE REQUIRED TO REMOVE THAT MATERIAL AND REPLACE IT WITH SALVAGE BASE MATERIAL.
2. DOWEL INTO ALL EXISTING CONCRETE WITH 18\"/>

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